Qty:

4 Um:

Each

: RIB

: D22217

: 07/04/2009

: N/A

: H

: D2221 REV H (PG.5)

Wednesday, 01/04/2009 9:09:37 AM Date: User: Julie Dawson **Process Sheet** Customer : CU-DAR001 Dart Helicopters Services **Drawing Name** Job Number : 46769 **Estimate Number** : 13675 P.O. Number Part Number This Issue : 01/04/2009 S.O. No. : **Drawing Number** Prsht Rev. : NC Project Number First Issue : // Type : LARGE FAB ASSY **Drawing Revision** Previous Run : 46366 Material Written By **Due Date** Checked & Approved By Comment : Est Rev:A New Issue 08-12-02 DD verified by:EC **Additional Product** Job Number: Seq. #: **Machine Or Operation:** Description: 1.0 M304TS0750W065 304 SQ Tube .75x.75x.065W Comment: Qty.: 4.8344 f(s)/Unit Total: 19.3376 f(s) 304 SQ Tube .75x.75x.0654W batch: MIIIUX 2.0 LARGE FAB 1 Comment: LARGE FABRICATION RESOURCE 1 1- Cut as per dwg D2221 2- Deburr and remove identification markings on tube

3.0 QC5 INSPECT WORK TO CURRENT STEP



Comment: INSPECT WORK TO CURRENT STEP

4.0 PACKAGING 1

PACKAGING RESOURCE #1



Comment: PACKAGING RESOURCE #1

Identify and Stock Location:

5.0 QC21

FINAL INSPECTION/W/O RELEASE

Comment: FINAL INSPECTION/W/O RELEASE

Job Completion



09-04-02

Dart Aerosp	pace Ltd
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W/O:			WC	ORK ORDER CHANG	ES			·
DATE	STEP	PRO	OCEDURE CHA	NGE	Ву	Date Qty	Approval Chief Eng / Prod Mgr	Approval QC Inspector
Part No	•	PAR #:	Fault Cate	gory:	_ NCR: Yes	No <b>DQA</b> :	Date: _	
Resolution:			Disposition	n:	_ QA: N/C Cld	QA: N/C Closed: Date: _		
NCR:			WORK ORD	ER NON-CONFORMA	NCE (NCR	)		
DATE	STEP	Description of NC	Corrective Action Section B			Verification	Approval	Approval
	JOIE!	Section A	Initial Chief Eng	Action Description Chief Eng	Sign & Date	Section C	Chief Eng	QC Inspector
				,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				

NOTE: Date & initial all entries

<u>D2221 BASKET BASE ASSEMBLY (AS350)</u> (MESH SHOWN LOCALLY FOR CLARITY) SHOP COPY
RETURN TO
ENGINEERING
UNCONTROLLED COPY
SUBJECT TO AMENDMENT
SUBJECT TO AMENDMENT NOTES:
1) MATERIAL: N/A
2) FINISH: POWDER COAT GLOSS WHITE (4.3.5.2) PER DART QSI 005 4.3
3) TOLERANCES: PER DART QSI 018 UNLESS OTHERWISE NOTED
4) UNITS: INCHES UNLESS OTHERWISE NOTED
5) BREAK SHARP EDGES: 0.005 TO 0.010 MAX
6) IDENTIFICATION: N/A
8) WEIGHT: 42.00 IDS APPROX
9) MASK ALL HOLES PRIOR TO POWDER COATING

	<del></del>			2 1
7	ITEM	QTY	P/N	DESCRIPTION
	1	Х	D2221	BASKET BASE ASSEMBLY (AS350)
	2	1	D2221-1	RIB
	3	2	D2221-5	RIB
i	4	1	D2221-7	RIB
	5	2	D2232-3	BASKET HINGE
	6	2	D2235-1	RIB
	7	2	D2581	MOUNTING BRACKET
- [	8	2	D3442-1	SHIM
	9	2	D3825-041	RIB ASSY (BASKET END)
ľ	_10	2	D3826-041	RIB/GUSSET ASSY
	11	1	D3827-041	RIB ASSY (INBOARD)
	12	2	D3833-1	MESH, BASE END FACE
	13	1	D3832-1	MESH (BASE)

D

н	C-C (Z 4); AD (ZN B2 (SHEE 2N B4 041 RE D2221	2N C6-3, C2-3 AI DED DÉTAIL E 2-4); ADDED DW T 5); TOL REVI -3); D3625-041 I EPLACES D223: -1 ON INBOART	T AND ADDED "ITEM" COLUMN TO I). REVISED SECTIONS A. B. B. NN ND A6-3]. REVISED DETAIL, B. B. NN ND A6-3]. REVISED DETAIL, B. B. NN DE A6-3]. REVISED DETAIL F. B. T. S.	мв	08.09.18	
G	MATERIAL FOR 1, 3, 5, 6, 7 WAS 0.060 WALL; TOLERANCE FOR 96: 100 ZM WAS 4-0.01 AND 56: 00 DIM WAS REF (ZN 95-2); 18: 02 JM WAS 4-1 AND 50: 00 DIM NOW 'REF (ZN 95-2); 18: 02 JM WAS 4-1 AND 50: 00 DIM NOW 'REF (ZN 95-2); 18: 02 JM WAS 4-1 AND 50: 00 DIM NOW 'REF (ZN 95-2); 18: 02 JM WAS 11 AND 56: 00 DIM TO SHT 2: SHT 2 JM SSH MATERIAL POATED; DRAWING TRANSFERED TO 'B' FORMAT' LUPOATED; DRAWING					
F	ADD SHIM UNDER HINGE; ADD HOLES FOR SPLIT LID BASKET				05.06.07	
E	CHANG	SE HINGE		CP	01.04.19	
D	CHANG	SE LATCH		BW	96.06.21	
С	SEPAR	ATE BASKET A	ND LID	КН	95.11.21	
REV.			DESCRIPTION	BY		
DESIGN		BW	DART AFROCES		DATE	
DRAWN			DART AEROSPACE LTD			
CHECKED NEC		Nes	HAWKESBURY, ONTARIO, CANADA DRAWING NO.			
MFG. APPR.		1 1/1/2 3	D2221		REV. H	
APPROVED (1)		777	TITLE SHEET 1 OF 5			
DE APPR.			CCALE			
DATE DAGE ASSEMBLY (350) NTS						
US 108.09.18 COPYRIGHT © 1994 BY DART AEROSPACE LTD  THIS DOCUMENT OF MANY IN DUCK OF AND IS MANY INCOME THE APPROXIMATION IN THE TOTAL OF THE APPROXIMATION IS AND THE MANY INCOME. THE PROXIMATION IS AND THE MANY INCOME.						







